

ROUTE CONCEPT REPORT

STATE ROUTE 244

244



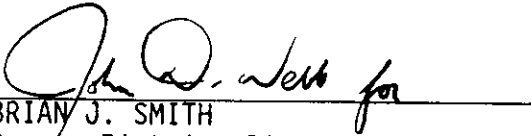
DEPARTMENT OF TRANSPORTATION • DISTRICT 3

ROUTE CONCEPT REPORT

STATE ROUTE 244


by
CALTRANS
District 3
August 1991 (Revised)

APPROVAL RECOMMENDED:

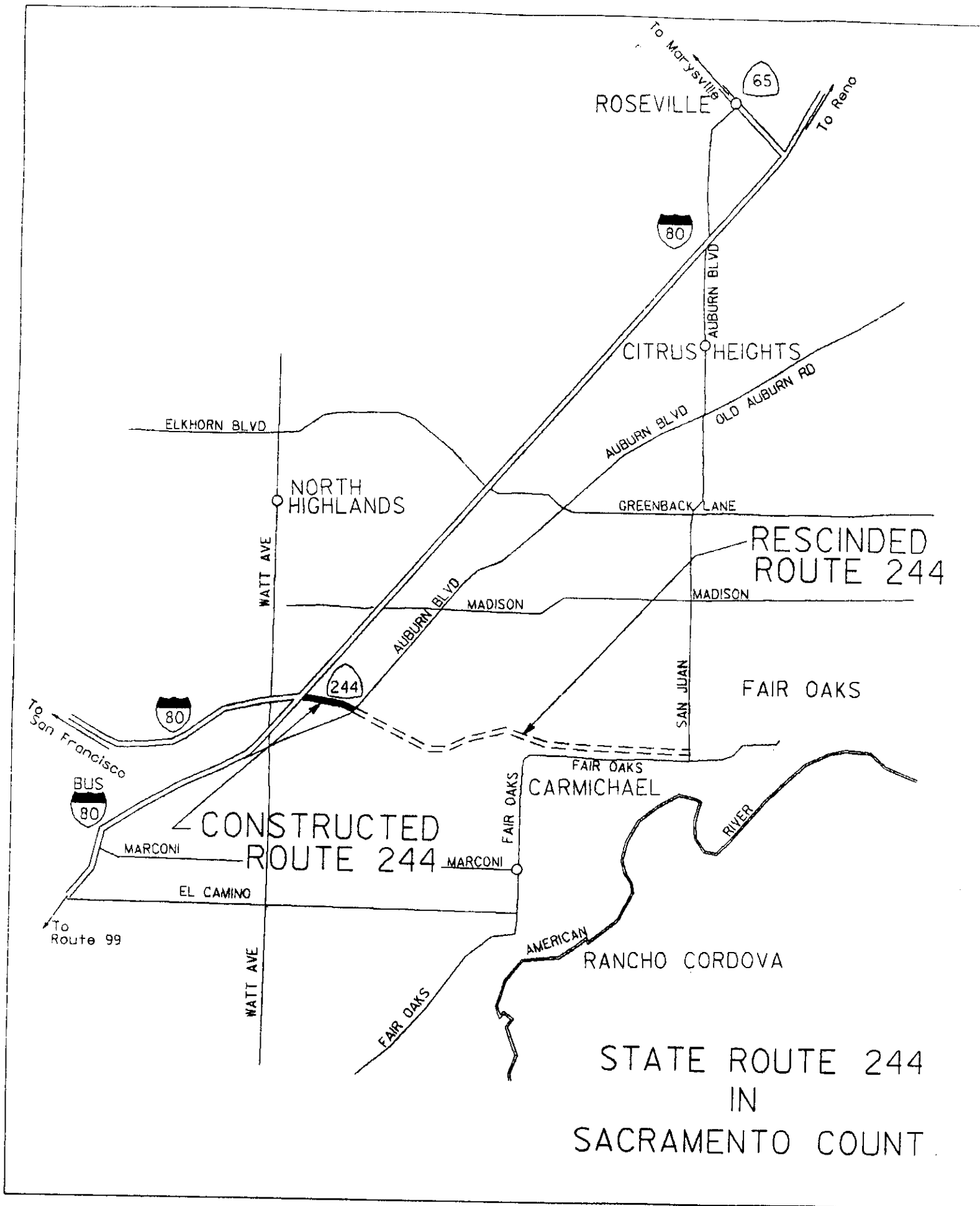

BRIAN J. SMITH
Deputy District Director
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8/8/91
Date

APPROVED:


ROBERT O. WATKINS
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Aug 9, 91
Date



ROUTE 244 ROUTE CONCEPT REPORT

INTRODUCTION

This Route Concept Report (RCR) presents Caltrans District 3's system planning concepts for State Route 244. Considering reasonable financial constraints, route length, route function, and forecasted travel demand over a 20-year planning period, this report defines an appropriate type of facility, future options, and level of service for this route. The objective of this preliminary planning effort is to identify issues pertinent to this partially constructed route, and to build a basis for subsequent decisions on capacity or other improvements needed, as well as the overall fate of the unconstructed portion of this route. The specific nature of any proposed improvements may change in later project development stages, with final determinations made during the project report and design phases. This report also serves to communicate the District's future route development strategy to local and regional agencies.

ROUTE DESCRIPTION AND PURPOSE

State Route 244 located in Sacramento County is legislatively described as extending from Interstate 80 (near Watt Avenue) to Fair Oaks Boulevard near San Juan Avenue. The constructed route extends from Junction I-80 east to Auburn Boulevard. Approximately 0.7 miles of the west to east route is constructed to six lane freeway standards and approximately 0.4 miles of a temporary connection leading to the Auburn Boulevard Intersection is built to five lane conventional standards. The constructed portion of the route simply provides connecting ramp access between Auburn Boulevard and Routes I-80 and 51 (Business 80). The remaining 4.3 mile unconstructed portion of the route (from Auburn Boulevard eastward to Fair Oaks Boulevard near San Juan Avenue) had been adopted, but the adoption was rescinded in 1975 by the California Highway Commission in response to AB879.

During the 1960's Route 244 was planned to be constructed sometime between 1985 and 1990 as one of several freeway routes that would tie together the radial freeways serving the Sacramento urbanized area. Route adoptions for Route 244 between Interstate 80 and Garfield Avenue and from Garfield Avenue to Route 65 (proposed near Fair Oaks) were completed on March 22, 1961 and May 20, 1964 respectively. In 1967 a freeway agreement with the City and County of Sacramento was signed for the section of Route 244 between Interstate 80 and Route 65 near Fair Oaks. From 1964 to 1967 preliminary detail plans were prepared and 151 right of way parcels (41% of total right of way) were acquired at a total cost of \$4.4 million. On February 4, 1971, the portion of Route 244 between Interstate 80 and Auburn Boulevard was opened.

On June 18, 1975, the California Highway Commission rescinded the Route Adoption for Route 244 from Auburn Boulevard to unconstructed Route 65. AB879, which was enacted into law effective July 9, 1975, deleted from the State Highway System that portion of Route 244 from San Juan Avenue to

unconstructed Route 65, and deleted from the California freeway system that portion of Route 244 from Auburn Boulevard to San Juan Avenue. As a result of these actions, the right of way owned by the State along Route 244 was sold as excess lands. All remaining land necessary to extend the route through the rescinded area is now developed.

Route 244 is currently carrying about 26,800 vehicles per day (AADT) and operates at Level of Service (LOS) B. By the year 2010, traffic demand is expected to reach 42,000 AADT and still operate at a relatively good LOS C.

Traffic on the short constructed I-80/Auburn Boulevard (Route 244) connecting ramp is basically controlled by the traffic signal at the Auburn Boulevard intersection. Traffic leaving the I-80 and Business 80 freeways to access Auburn Boulevard is stored on the off ramp. Traffic entering the on ramps to access the freeways is held in queue on Auburn Boulevard.

The Sacramento Regional Transit Systems Planning Study is looking at potential light rail system expansion, including an extension of the existing northeast line that currently terminates at Watt Avenue. It appears that the constructed portion of Route 244 may be considered as a candidate alignment for the proposed I-80/Sunrise Mall northeast light rail extension.

ALTERNATIVE CONCEPTS CONSIDERED

Alternative 1 (Do Nothing)

One alternative open is to leave Route 244 essentially unchanged, with its legislative description continuing to read "...from I-80 to Fair Oaks Boulevard near San Juan Avenue...". This alternative ignores the reality of the rescision of the old adopted SR 244 alignment for the unconstructed portion from Auburn Boulevard to Fair Oaks Boulevard. With the subsequent build out of the corridor, the prospect of ever extending Route 244 as a State highway to its legislatively described terminus at Fair Oaks Boulevard is highly unlikely.

Alternative 2

A second alternative open is to redesignate the existing Route 244 freeway as ramp segments of Route 51 or Route 80, and then drop the entire Route 244 legislative description from the State Highway System. This option recognizes that Route 244 is essentially functioning as a ramp to Routes 51 and 80. However, redesignating this Route 244 as ramps might cause unnecessary confusion over the ramp descriptions, and would unnecessarily complicate the monitoring and reporting of accident rates within the Traffic Accident and Surveillance System (TASIS).

Alternative 3

A third alternative is to leave the Route 244 designation for the existing freeway section unchanged, but to amend the legislative description to

terminate the route at Auburn Boulevard. This approach is a simple and practical way to revise the legislative route description in accordance with the long term likelihood that Route 244 will remain as is and not be extended to the east as a State highway.

ROUTE CONCEPT

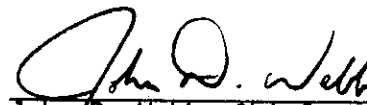
The route concept is to maintain and rehabilitate the existing 1.1 mile constructed portion of Route 244 as necessary, and to pursue Alternative 3 above, which is to amend the Route 244 legislative description to terminate the route at Auburn Boulevard. The District proposes no highway capacity enhancements on this route over the next 20 years. This concept does not preclude the consideration of the existing constructed portion of Route 244 for a light rail extension at some future date.

COMMENTS FROM OTHER AGENCIES

The draft Route Concept Report was circulated for review and comment to the agencies listed in Appendix B. There is general support for the concept outlined in this report.

Report prepared by:

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Associate Transportation Planner



John D. Webb, Chief
Transportation Planning Branch A

ROUTE CONCEPT REPORT 244 - CALTRANS CIRCULATION LIST

RIGHT OF WAY

W D BAUER - DEPUTY DISTRICT , RIGHT OF WAY

JACK PARKER - CHIEF , R/W PLANNING & MANAGEMENT BRANCH

PROJECT DEVELOPMENT

STEVEN E. KIRKPATRICK - DEPUTY DISTRICT , PROJECT DEVELOPMENT

RICH JONES - CHIEF , PROJECT DESIGN BRANCH A

JERRY HARKENRIDER - CHIEF , PROJECT DESIGN BRANCH B

JOE HELLER - CHIEF , PROJECT DESIGN BRANCH C

STEVE BALOG - CHIEF , PROGRAM & PROJECT MANAGEMENT BRANCH

LOCAL PROGRAMS

ERNIE RINDE - DEPUTY DISTRICT , LOCAL PROGRAMS

ERNIE RINDE - CHIEF , SPECIAL FUNDED PROJECTS BRANCH

PALMER HAUG - CHIEF , LOCAL STREETS AND ROADS

JEFF PULVERMAN - CHIEF , RIDESHARE BRANCH

KEITH O JONES - CHIEF , MEASURE FUNDED PROJECTS BRANCH

CONSTRUCTION

GENE MALLETTE - DEPUTY DISTRICT , CONSTRUCTION

MAINTENANCE AND EQUIPMENT

R J MELIM - DEPUTY DISTRICT , MAINTENANCE AND EQUIPMENT

TRAFFIC ENGINEERING

O J NICHOLAS - DEPUTY DISTRICT , TRAFFIC ENGINEERING

JOAN PONTIUS - CHIEF , TRAFFIC OPERATIONS BRANCH A

SAM JOHNSON - CHIEF , TRAFFIC OPERATIONS BRANCH B

CAROL PEARCE - CHIEF , TRAFFIC OPERATIONS BRANCH C

PLANNING AND PUBLIC TRANSPORTATION

BRIAN SMITH - DEPUTY DISTRICT , PLANNING AND PUBLIC TRANSPORTATION

JODY LONERGAN - CHIEF , PLANNING BRANCH B

ROBERT O'LOUGHLIN - CHIEF , PLANNING BRANCH C

PAT WESTON - CHIEF , PLANNING BRANCH D

JEFF LOUDON - CHIEF , ENVIRONMENTAL BRANCH A

JEANNE BAKER - CHIEF , ENVIRONMENTAL BRANCH B

JOE CAPUTO - CHIEF , PROJECT STUDIES BRANCH

ED BOYLE - CHIEF , SYSTEM PLANNING BRANCH - DOTP

ROUTE 244 CONCEPT REPORT - EXTERNAL CIRCULATION LIST

**CITY OF SACRAMENTO
DEPARTMENT OF PUBLIC WORKS**

- MR MEL JOHNSON
DIRECTOR OF PUBLIC WORKS

**CITY OF SACRAMENTO
PLANNING DEPARTMENT**

- MR MARTY VAN DUYN
PLANNING DIRECTOR

**COUNTY OF SACRAMENTO
DEPARTMENT OF PUBLIC WORKS**

- MR DM FRALEIGH
DIRECTOR OF PUBLIC WORKS
ATTENTION JAMES RAY

**SACRAMENTO AREA COUNCIL OF
GOVERNMENTS**

- MR MICHAEL HOFFACKER
EXECUTIVE DIRECTOR
ATTENTION MR KEN HOUGH

**SACRAMENTO REGIONAL TRANSIT
DISTRICT**

- MS PILKA ROBINSON
PLANNING MANAGER

**SACRAMENTO METROPOLITAN
AIR QUALITY MANAGEMENT DISTRICT**

- MR LES ORNELAS
CHIEF OF PLANNING

**COUNTY OF SACRAMENTO
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